

COUNTRY East GermanyTOPIC Merseburg Airfield

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EVALUATION see belowPLACE OBTAINED [redacted]DATE OF CONTENT 4 August to 7 September 1953

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DATE OBTAINED [redacted]DATE PREPARED 30 September 1953REFERENCES [redacted]PAGES 4 ENCLOSURES (NO. & TYPE) [redacted]REMARKS [redacted]

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25X1A

- [redacted] 1. The following air activity and aircraft were observed at Merseburg airfield between 4 August and 7 September 1953:

4 August. There was air activity by MiG-15s and U-MiG-15s after 7:30 p.m. [redacted] MiGs which made individual flights of about 20 minutes duration each.

25X1C

5 August. A total of six swept-back jet fighters were observed at the field from around 7 a.m. until 6 p.m.

6 August. Between 8 a.m. and 8:30 p.m., MiG-15s and U-MiG-15s practiced flying. There was a 9/10 overcast at an altitude of about 700 meters and intermittent rain.

7 August. No air activity was observed. There was a closed ceiling in the morning and a scattered cloud base around noon.

8 August. Between 8 a.m. and 3 p.m., flying was practiced. There was a 7/10 overcast and a light haze.

9, 12 and 13 August. No air activity was observed although the sky was cloudless.

27 August. At about 6:10 a.m., a Li-2 landed at the field. At about 5:15 p.m., 13 MiG-15s and U-MiG-15s were counted at the field.

31 August. Between 6:45 p.m. and 7:30 p.m., swept-back jet fighters were repeatedly observed at high altitudes. The aircraft landed after about 20 minutes.

1 September. Several take-offs were made by MiG-15s at about 5:30 p.m. A formation of 8 swept-back jet fighters crossed over the field at 6:12 p.m. The aircraft flew at intervals of about 20 to 25 meters and at distances of 30 to 40 meters. After crossing over the field, the formation broke up in group of two and headed south before landing at the field. [redacted]

25X1

CLASSIFICATION SECRET

SECRET/

- 2 -

25X1A

25X1

2 September. Night flying was practiced from 5 p.m. until after midnight.

3 September. Shortly after 5 p.m., landings were made by MiG-15s

25X1C

25X1

4 September. After 4 p.m., there was air activity.

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2. During night flying, red lamps, 60 to 80 meters apart, along the western and eastern ends of the runway were in operation. The lamps at the eastern end of the runway extended as far as about 800 meters east of the runway where a searchlight was located. This searchlight was mounted on a truck on a wooden ramp. On both sides of the east end of the runway there were two signal lamps each which showed a green light when the runway was free for landing and a red light flashed on the moment the aircraft touched ground. Simultaneously, when the green light would flash up, two searchlights located south of the runway, about in line with the connecting lanes and at an angle of about 45 degrees to the runway in a northwesterly direction, also went into operation. The searchlights were switched off when the signal lamps at the eastern runway end changed over to red. During night flying activity, a rotary searchlight was also in operation at irregular intervals. The searchlight rotated fourteen times in a clock-wise direction at an angle of about 50 degrees. Repeatedly, up to five ground signals were fired, especially when swept-tack jet fighters crossed over the field. The truck with the searchlight, located about 800 meters east of the east end of the runway,

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25X1C

25X1A

on 4 August, on 9 August, and on 27 August. Between 28 and 30 August, no truck was observed there and on 31 August, truck was again seen at the previous location.

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3. The following air activity and aircraft were observed at the field between 11 August and 6 September:

11 August. During the morning and afternoon, swept-tack jet fighters practiced flying in formations of fours. The aircraft remained aloft about 45 to 50 minutes. The weather was cloudless and visibility good. After 7 p.m., there was light night flying.

25X1C

12 August. Individual night flights were observed after 7:45 p.m. and there were no clouds.

13 August. There was no air activity and the weather was cloudless.

14 August. Individual flights were made between 11 a.m. and 3 p.m. The weather was the same as on the preceding day.

15 and 16 August. No flights were made although the weather was favorable.

17 August. After 6 p.m., there was air activity by groups of two aircraft. Flying continued after nightfall.

25X1C

25X1

18 August. In the afternoon, there was air activity by formations of four and eight aircraft. The sky was cloudless.

25X1C

SECRET/

SECRET/

- 3 -

25X1A

19 August. No air activity was observed. The weather was cloudless and visibility good.

20 August. Between noon and 6:30 p.m., flights were made by formations of twos, fours, and eights. The weather was favorable. The aircraft remained aloft about 50 to 60 minutes.

21 to 24 August. No air activity was observed. There was a 5/10 overcast and good visibility.

25 August. In the afternoon, flights by [formations of two planes were made for 30 to 40 minutes.] 25X1C

[ ] There was a 2/10 overcast.

25X1

26 August. During the morning, individual flights were made. The sky was 2/10 overcast at an altitude of about 1,000 meters.

27 August. At 7:10 a.m., a Li-2 approached from the south, crossed over the field and released eight parachutists. There was a 10/10 overcast at an altitude of 800 meters. No air activity by swept-back jet fighters was observed. At about noon, 33 MiG-15s and U-MiG-15s were counted on the landing field.

28 August. Individual local flights were made after 11 a.m. There was a 5/10 overcast.

29 August. During the morning, individual local flights were made. There was a 10/10 overcast at an altitude of about 1,000 meters.

31 August. Aircraft [ ] flew in formation after 6:30 p.m. 25X1C

1 September. Throughout the day, there was formation flying, sometimes at high altitudes. The flights lasted 50 to 60 minutes. Once a formation of eight aircraft [ ] was observed [ ]

25X1C

25X1C

2 September. Between 8 a.m. and noon, local individual flights were made. There were no clouds.

3 to 7 September. Formation flights and dives were practiced. The dives were conducted by individual aircraft at a point about south of the eastern end of the runway. The aircraft dived from an altitude of about 3,000 meters at an angle of 45 to 50 degrees, winged over to the left after the engine had been throttled about 2,000 meters before. It pulled out of the dive in a flat curve so that the aircraft again was at horizontal flight at an altitude of about 200 meters. The formation flights were made by formations of two, or in one or two cases, of four aircraft each. The take-offs and landings were always made by groups of twos. At the take-off, the two aircraft were so close to each other that the cabin of the second aircraft, which was staggered to the right rear, was in line with the rudder assembly of the forward aircraft. When the aircraft flew in formations of four, the two elements took off at an interval of 300 to 400 meters, assembled in formation after the first curve, and then flew in the opposite direction. When formation flying was practiced at night, the aircraft took off in groups of two and landed individually. On 6 September, 16 MiG-15s and U-MiG-15s [ ]

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25X1C

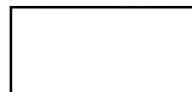
[ ] were counted on the landing field.

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SECRET/

- 4 -

25X1A



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 25X1C [redacted] with driver wearing black-bordered blue epaulets, trucks  
 25X1C [redacted] with drivers wearing black-bordered blue epaulets, trucks  
 25X1C [redacted] with driver wearing red-bordered black epaulets, searchlight truck  
 25X1C [redacted] with driver wearing black-bordered blue epaulets [redacted]  
 25X1C [redacted]

25X1A 1. [redacted] Comment. Merseburg airfield is occupied by a fighter regiment  
 equipped with about 33 MiG-15s. The observed formation flights and  
 dives which were well performed pointout that the pilots have reached  
 a good status of training. All aircraft [redacted] mentioned have  
 previously been observed in Merseburg. 25X1C

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